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METHOD FOR PRODUCING LATERAL EJECTION APPARATTII FOR HELICOPTER OR PLANE

Line A-A corresponds with line A-A of **FIG 14**, and represents the positioning of the monorail lower front monorail track beneath the knee and thigh of the seat chassis occupant. **23** is a top view cross sectional piece of the bottom monorail track support column.

FIG. 12 is top view of the supporting track **8**, roller trucks configuration **3, 4**, which is identical to the roller trucks **3, 4**, design used on the inner monorail tracks **1**. Also shown is the joining abutment between the blast shield **15**, and the support track **8**. **FIG. 12, 23** shows how the support column **23**, intersects a portion of the supporting track roller truck alignment, and the other portion of the supporting track roller trucks is aligned perpendicular to the horizontal longitude of the blast shield.

FIG. 13 is a top view of the corner elbow **12**, supporting track **8**, roller trucks configuration **3, 4**, and the mesh cloth end cover **13**.

FIG. 14 is a top view of an aircraft seat with three parachute cylinders **18, 19, 20**, along the back of the seat chassis. Line **A-A** is the position of the monorail track shown in **FIG. 11**, beneath the knee and thigh of the seat chassis occupant. **21, 22, 23**, are top views of the inner monorail tracks support columns.

FIG. 15 is a top transparent view of the hermetically sealed **25**, altitude appropriate parachute ignition fuse **28**, box **24**, which is connected to the blast shield **15**, by a rip cord **26**, and rip cord base **27**, that pull the hermetic seal **25**, from the fuse box **24**, upon ejection of the outer track box from an aircraft to which the fuse box can be attached on the top outer portion of the back portion of the outer track box. **29** is the ignition wire for the three altitude appropriate parachutes **18, 19, 20**.

I claim;

1. The method for producing lateral ejection apparattii for helicopter or plane comprising;

An aircraft occupancy, shown here as a helicopter with a set of seat chassis' mounted on a set of rails of any type, ideally depicted on load
bearing triple monorails. Load bearing triple monorails with one-hundred sixty-eight circumventing roller trucks attached to the inner rails, and covered along the barrel end by mesh;

An outer track box movable along the seat tracks;

A monorail supporting track with eighty-four roller trucks;

An outer track movable box to which any seat chassis or chassis' can be
mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom positioned tail fins slotted within the ejection monorails launcher platform legs;

A seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

An emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which design is prevented from recoiling into the path of the ejecting occupant and device by a common latch;

Two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

Three compartments for altitude appropriate parachutes;

A hermetically sealed sensor fuse box with a rip cord attached to the blast shield in which altitude sensitive fuses for opening the desired altitude appropriate parachutes are contained;

A interior side mounted blast shield and monorail inner track support to which a pair of ejection catapult rockets are sealed until triggered,

thereby preventing the outer track box and seat chassis from moving along the inner and supporting tracks.

2. The method for producing lateral ejection apparattii for helicopter or plane of claim **1**, where a set of tracks are constructed laterally or perpendicular to the horizontal longitudinal axis of an aircraft occupancy.

3. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a set of three monorail tracks are constructed in a right angle configuration with two monorails forming a base to which the third or back monorail is aligned.

4. The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where a set of triple monorails are surrounded by an outer track box to which any seat chassis can be mounted, and which is movable along the monorail inner tracks and launcher platform supporting track structure.

5. The method for producing lateral ejection apparattii for helicopter or plane of claim **4**, where an ejection outer track box which can attach to any seat chassis is prevented from moving along the monorail and supporting tracks prior to the lateral ejection sequence by burst able seal locks connecting two rocket catapults housed within the outer monorail track ejection box between the bottom monorail inner track casing to a blast shield joined to three support columns, supporting the triple monorail inner tracks with attached roller trucks.

6. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a pair of tail fins are arranged beneath a seat chassis in order to guide the seat chassis after ejection on a curved path away from the roll and spin area of a failed aircraft.

7. The method for producing lateral ejection apparattii for helicopter or plane of claim **6**, where the bottom mounted tail fins which guide the ejecting seat chassis trajectory, and are attached to an outer monorail track box to which any seat chassis may be fixed.

8. The method for producing lateral ejection apparattii for helicopter or plane of claim **7**, where the bottom mounted tail fins attached to the outer monorail track box are slotted within legs of a launcher platform, which platform further supports a supporting track supporting both the outer and inner monorail tracks.

9. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where an emergency greater sliding door panel with an interior operational conventional hinge door is propelled out of the path of the ejecting occupants by pneumatic rockets located at the top and bottom of the front interior portion of the sliding greater door panel, and prevented from recoiling into the path of the ejecting occupants by a set pair of latch catches located on the side of the aircraft fuselage between the upper and lower sliding door panel tracks.

10. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where multiple airbags are employed for positioning the legs, torso and head of an occupant, and dual side seat chassis airbags to protect the head, neck and chest of an occupant while laterally ejecting from an aircraft by means of rocket catapult propulsion.

11. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where at least three compartments for altitude appropriate parachutes are affixed to the ejecting seat chassis.

12. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where at least three altitude appropriate parachutes are controlled by a hermetically sealed sensor fuse box that can be mounted on the top outer portion of the back outer monorail track, and activated by a simple rip cord fixed to the interior of the aircraft or a blast shield, which rip cord upon ejection opens the hermetic seal of the parachute fuse box, exposing multiple altitude sensitive fuses to altitude pressures; whereby the appropriate parachute drogue extraction is commenced in sequence.

13. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a blast shield is placed in the interior of the aircraft to both facilitate ejection rocket launch, and to prevent the after burn of the rocket catapults from destroying or harming the occupants and devices on the opposite side of the aircraft; also employing a blast shield for lateral ejection.

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14. The method for producing lateral ejection apparattii for helicopter or plane of claim **1**, where any seat chassis has at least three compartments attached to the back of the seat chassis and contain at least three altitude appropriate parachutes for safe lateral ejection.

15. The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where three monorail tracks are constructed such that the inner monorail tracks support an outer monorail track box which moves along the inner monorail tracks by means roller truck wheels.

16. The method for producing lateral ejection apparattii for helicopter or plane of claim **4**, where the supporting track structure of the launcher platform employs roller truck wheels to support the movable outer track box and inner tracks.

17. The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where three monorail tracks are supported by three support columns located on the interior of the aircraft and molded to the inner monorail tracks at right angles.

18. The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where the triple monorail tracks are supported by a launcher platform base support track, three support columns molded to the inner monorail tracks interior ends, and by a blast shield molded to the launcher platform, support track, and three support columns.

19. The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where an aircraft fuselage, including helicopters and planes is large enough to accommodate multiple lateral ejection devices without reducing the number of occupant accomadations.

20. The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where an aircraft fuselage has either the design changed or number of occupant accommodations reduced in order to install lateral ejection devices.

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